

# Bike Lane Trial Project



**City of Longmont**  
**September 2019**

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## Executive Summary

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In June 2018, the City installed three different types of on-street bicycle treatments (sharrows, buffered bike lanes and physically separated bike lanes) in southwest Longmont as part of a *Bike Lane Trial Project*. Goals of the project were to allow bicyclists with different abilities to test the different types of treatments, evaluate the operation and maintenance impacts and collect feedback from both bicyclists and motorists traveling in the test areas.

To help measure the goals, the City conducted an online survey that asked both bicyclists and motorists questions about the different types of bike lane treatments. The survey collected responses between June 2018 and June 2019. One of the questions posed to both the bicyclists and motorists centered on which bicycle treatment made the users feel safe. Conventional bike lanes and buffered bike lanes scored the highest with both groups.

The operational and maintenance impacts varied from treatment to treatment. Sharrows and buffered bike lane treatments pose minimal impacts to the operations and maintenance of the streets, aside from budgeting for routine maintenance of the pavement markings and striping. The biggest maintenance challenge was associated with the separated bike lane treatment on westbound Pike Road. In particular, street sweeping was difficult due to the narrow width between the curb and the vertical delineator posts.

City staff recommends continuing the sharrows and buffered bike lane treatments that were installed with the trial project. Due to the negative public feedback and maintenance challenges associated with the separated bike lane on Pike Road, City operations staff removed the delineator posts in August 2019. The removal of the delineator posts converted the westbound Pike Road bike facility from a separated bike lane to a buffered bike lane.

Recommendations for future implementation of the three types of bike lane treatments tested with the Bike Lane Trial Project include:

### **Sharrows**

Staff recommends this treatment on low-volume (2,500 Average Daily Traffic (ADT) or less), low-speed (25 mph) roads or in rehabilitation situations where there is insufficient pavement width to stripe a conventional bike lane.

### **Buffered Bike Lanes**

Staff recommends buffering conventional bike lanes adjacent to on-street parking and in other retrofit situations where there is sufficient width to provide a buffer between a conventional bike lane and the adjacent vehicle lane. The City's Design Standards and Construction Specifications are currently being updated to require buffered bike lanes on all new collector and arterial streets.

### **Separated Bike Lanes**

Separated bike lanes are only recommended on higher speed (35 mph or higher), higher volume (8,000 ADT or higher) roads. Separated lanes must be designed to accommodate maintenance activities. City street sweepers require a minimum eight (8) foot width between the delineator posts and the curb.



## Introduction and Background

Improving and expanding Longmont's bicycle network is an important and ongoing effort guided by the City's Envision Longmont Multimodal & Comprehensive Plan. In June 2018 (prior to the 2018 Bike to Work Day), the City installed three different types of on-street bicycle treatments in the southwest part of Longmont. The City's *Bike Lane Trial Project (BLTP)* consisted of shared lane markings (also referred to as sharrows) on S. Bowen Street between Iowa Avenue and S. Pratt Parkway; buffered bike lanes on S. Pratt Parkway between Ken Pratt Boulevard and Pike Road; and separated bike lanes on westbound Pike Road between S. Sunset Street and S. Hover Street.

The goals of the *BLTP* included:

- Allow bicycle users of different abilities to explore what bike lane treatments they prefer.
- Test treatments in the field for bicyclists, drivers and City maintenance crews.
- Collect feedback from residents about their experiences travelling in the test areas.

Figure 1 shows a map of the *BLTP*.

Figure 1: Bike Lane Trial Project Map



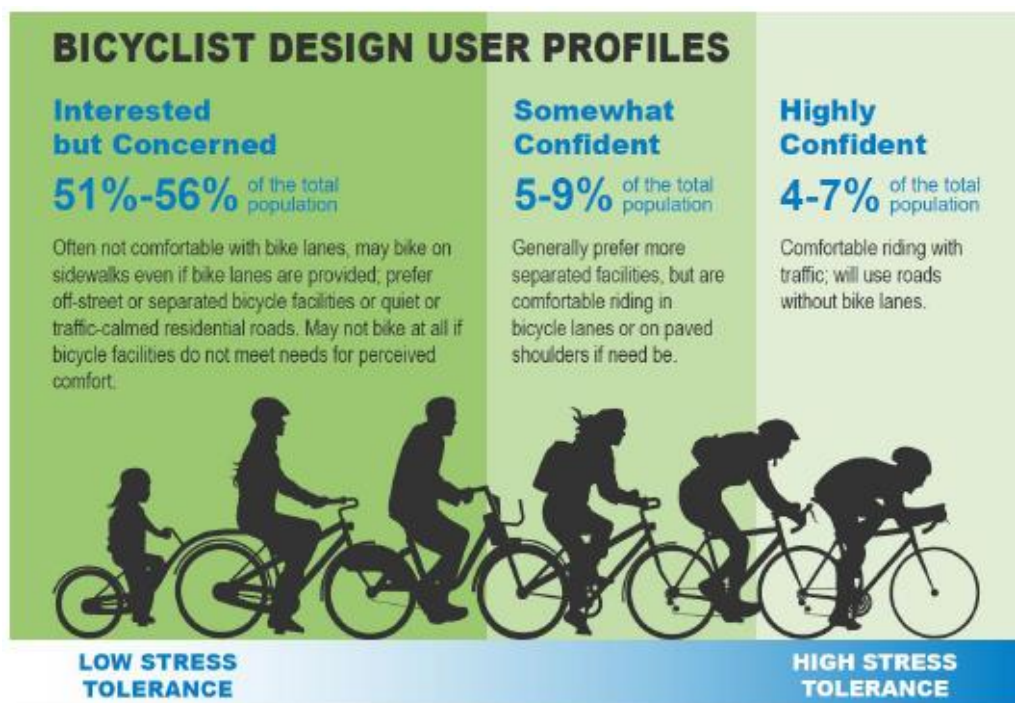


Buffered and separated bike lanes are newer treatments to Longmont and were tested with the *BLTP* to see if they appeal to the different types of bicyclists. Understanding the bicyclist user profile is important in determining the appropriate type of bicycle treatment for the user. **Figure 2** below illustrates three types of cyclists.

The majority of cyclists that ride on-street are highly confident (sometimes referred to as “Strong and Fearless”) or somewhat confident (often referred to as “Enthusied and Confident”); however, the largest segment of bicyclists, “Interested but Concerned”, are often uncomfortable riding on the street and prefer to ride on lower stress facilities like off-street bikeways, detached sidewalks or low-volume residential roads. This type of user has the lowest tolerance for traffic stress and typically avoids busy roads.

Through the *BLTP*, the City was seeking feedback from the “Interested but Concerned” segment of the bicycle population to determine if the buffered or separated lanes would make them feel comfortable enough to ride on the street.

Figure 2: Bicyclist Design User Profiles



Source: FHWA Bikeway Selection Guide, February 2019

## SURVEY QUESTIONS AND RESULTS

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As part of the *BLTP*, the City offered separate online surveys to receive feedback from both bicyclists and motorists on the different bike lane facilities that were tested.

Questions on the Bicyclist Survey included:

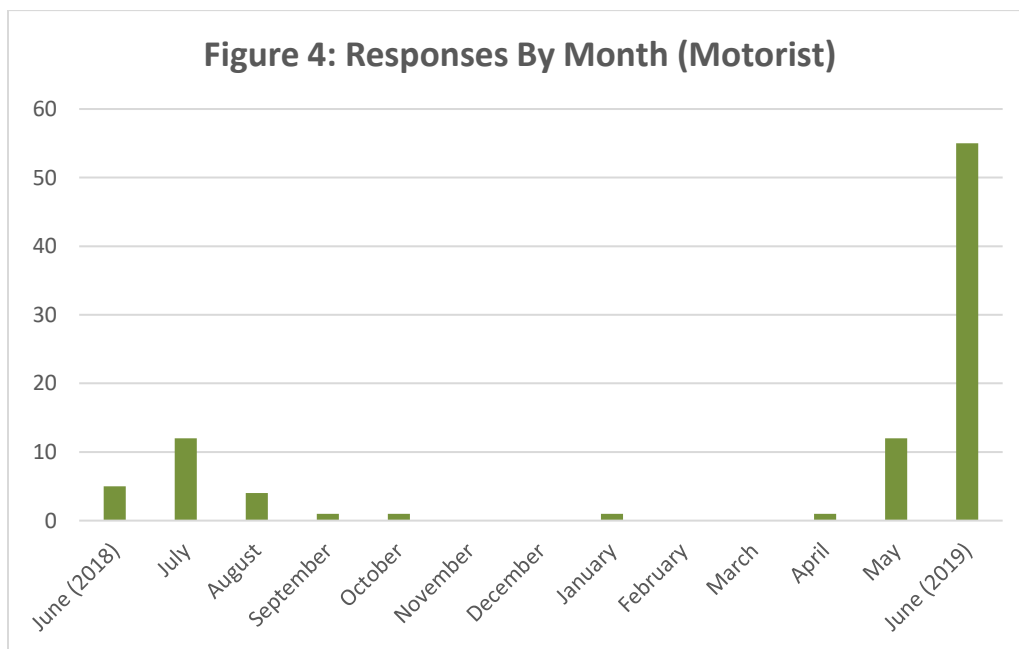
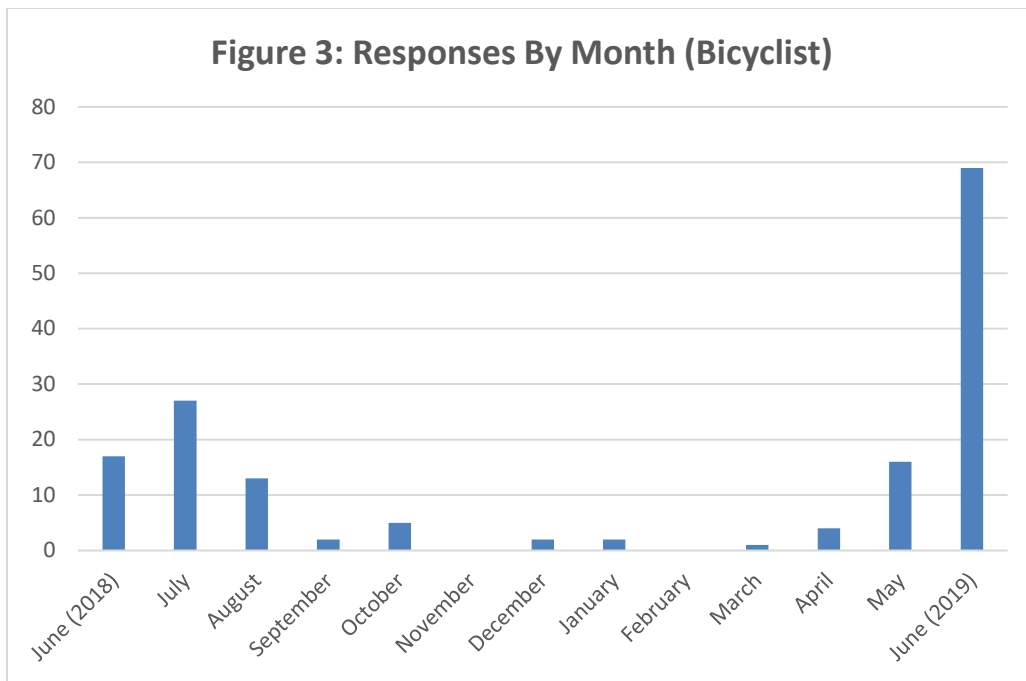
- What type of cyclist would you classify yourself as?
- How often do you ride a bike within Longmont?
- Which streets with bicycle treatments, installed as part of the City's Bike Lane Trial Project, have you ridden?
- Which bicycle treatments make you feel safe and likely to ride on the street?
- Please provide the city in which you live.
- Additional comments or suggestions related to the Bike Lane Trial Project.

In comparison, the Motorist Survey asked the following questions:

- Which streets with bicycle treatments, installed as part of the City's Bike Lane Trial Project, have you driven?
- Which bicycle treatments made you feel comfortable sharing the road with cyclists?
- Please provide the city in which you live.
- Additional comments or suggestions related to the Bike Lane Trial Project.

In total, the City received 158 responses for the Bicyclist Survey and 92 responses for the Motorist Survey. The figures on the next page show the responses broken down by month.





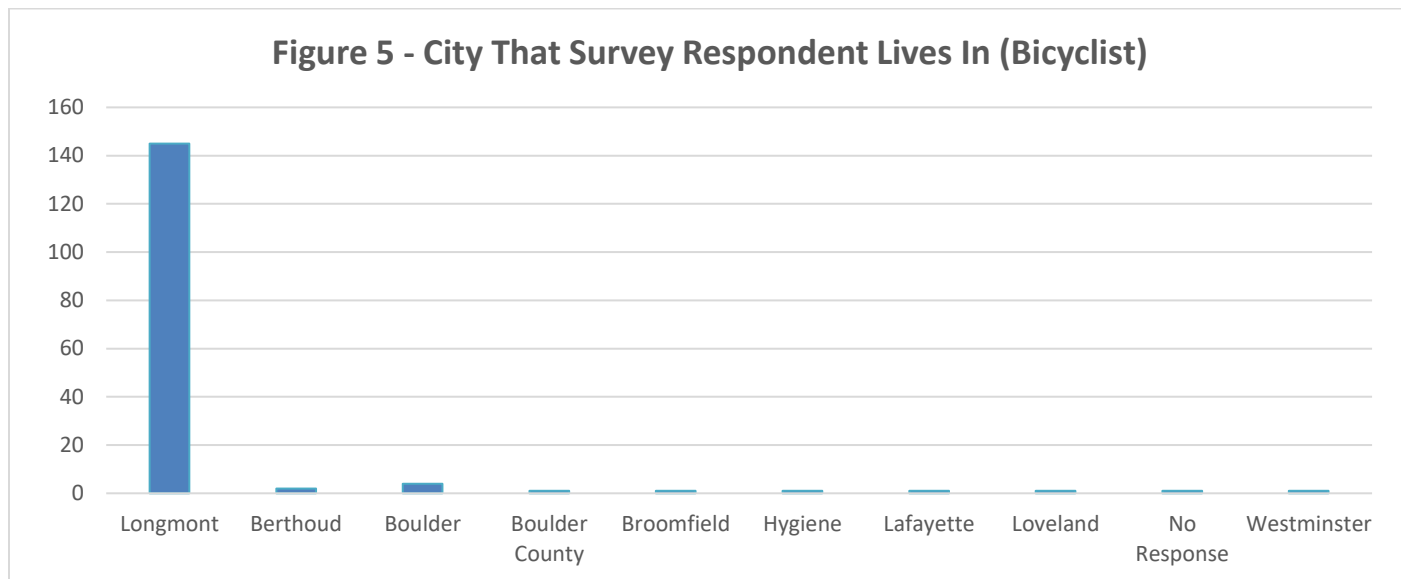
As depicted on **Figures 3 & 4**, the majority of the responses were received in the first three months and the last two months of the trial. The response pattern correlates to the general timeframe that articles ran in the local newspapers, or the City issued press releases or conducted social media outreach.



## HOME LOCATION OF RESPONDEES

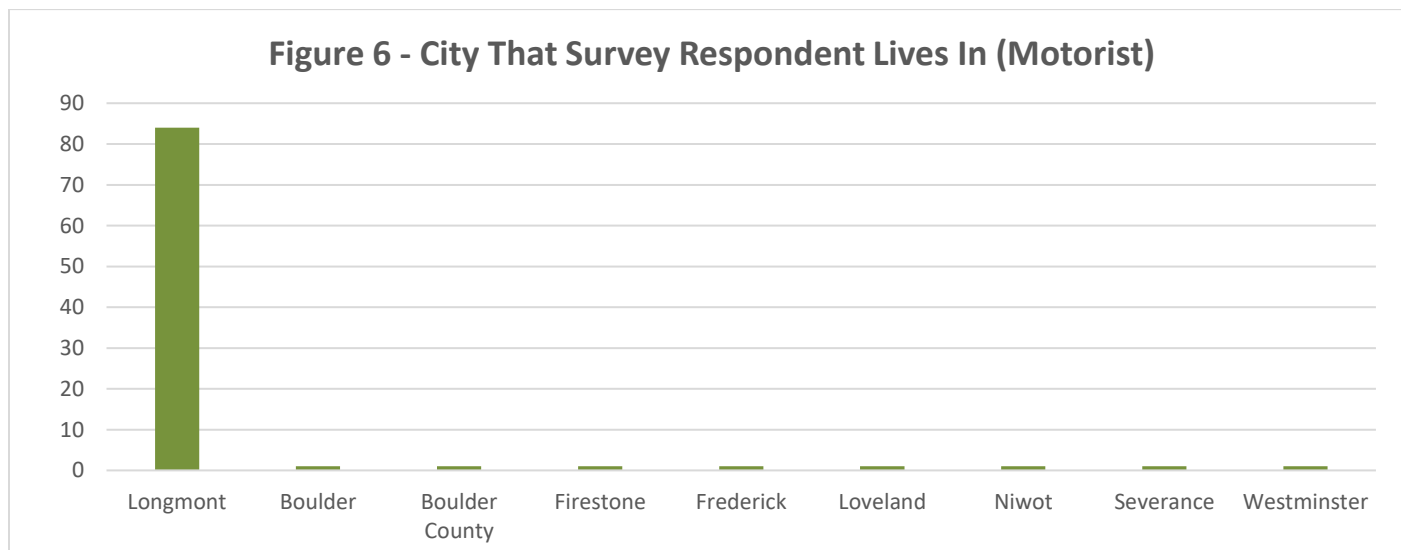
The next two figures provide information on the where the survey respondents live. As expected, ninety-two (92) percent of the bicyclist responses came from individuals who live in Longmont. Boulder represented approximately two (2) percent of the bicyclist responses. The remaining communities (Cities/County) were individually less than one (1) percent of the total responses.

**Figure 5** shows the home locations for people who responded to the Bicyclist Survey.



Similar to the Bicyclist responses, ninety-one (91) percent of motorist responses reside in the City of Longmont. The remaining communities (Cities/County) were individually about one (1) percent of the total responses.

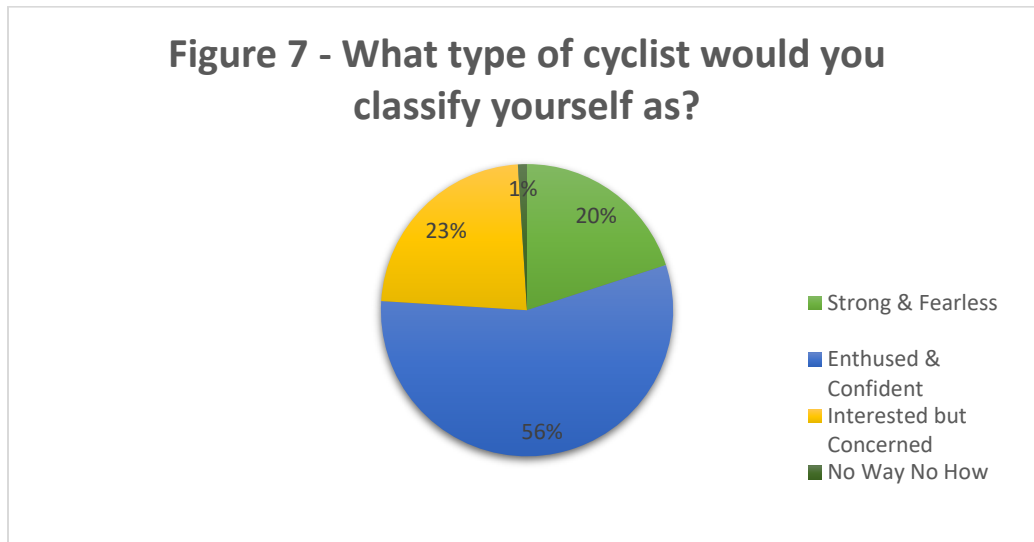
**Figure 6** shows the home locations for people who responded to the Motorist Survey.



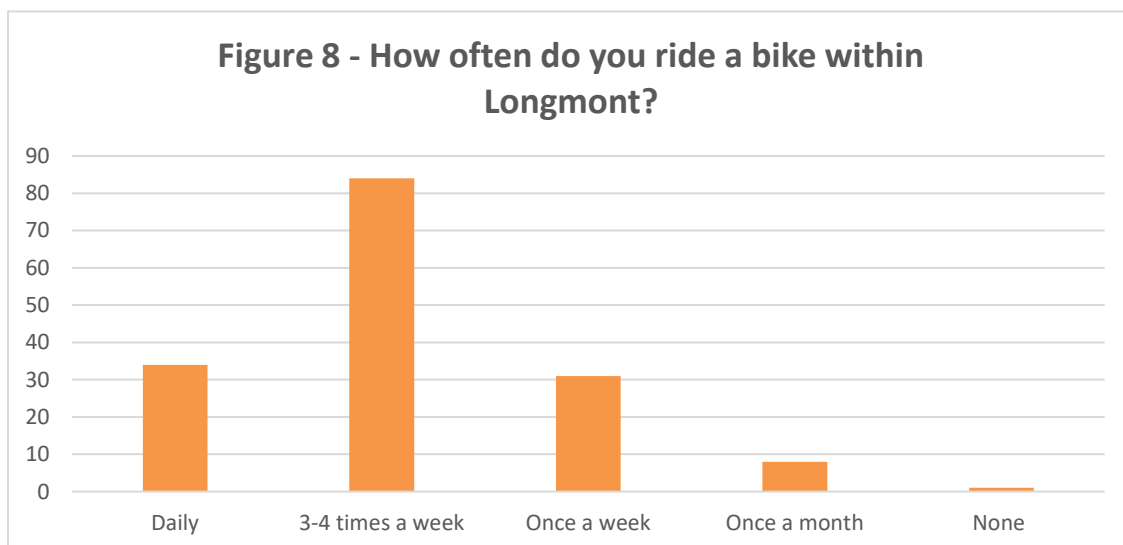


## TYPE OF CYCLIST

**Figure 7** shows the different classifications of cyclists who participated in the online survey. Approximately three-fourths of respondents classified themselves as somewhat or highly confident riders. These are the type of riders who are comfortable riding in bicycle lanes and will tolerate higher stress situations. Approximately one-fourth of the responses came from the “Interested but Concerned” group. These are the cyclists that prefer separated paths or low volume streets (lower stress situations).



The next question the City asked with the Bicyclist survey is “How often do you ride a bike within Longmont?” The results are illustrated in **Figure 8**. The frequency of how often someone rides a bike usually correlates to the type of cyclist.



Eighty-four (84) or approximately 53 percent of the surveys indicated that they ride a bike 3-4 times a week. Thirty-four (34) or approximately 22 percent of the respondents ride their bike daily. Thirty-one



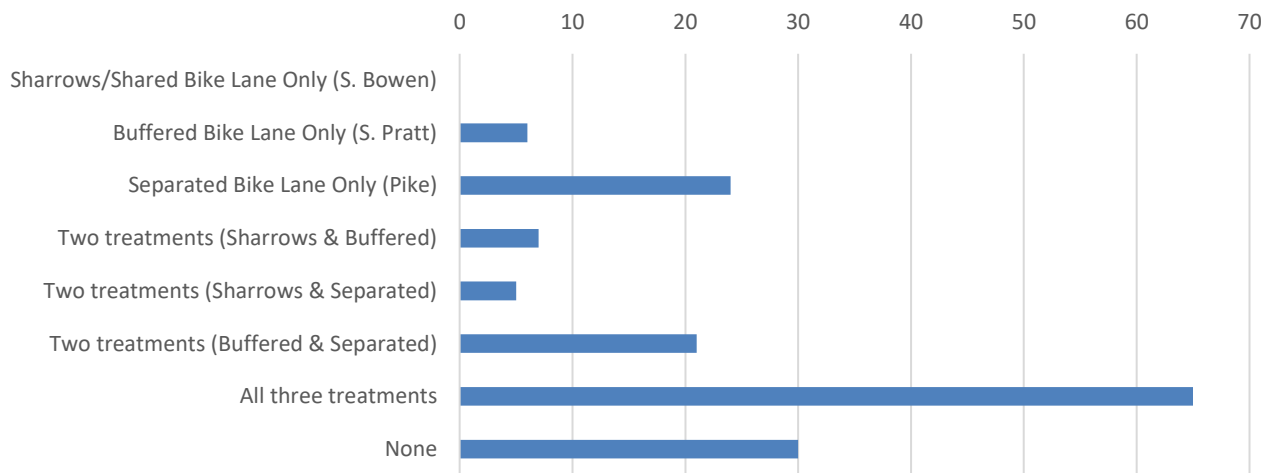
(31) or 20 percent ride a bike once a week. The remaining 5 percent ride their bikes less frequently (approximately once a month).

## STREETS TESTED

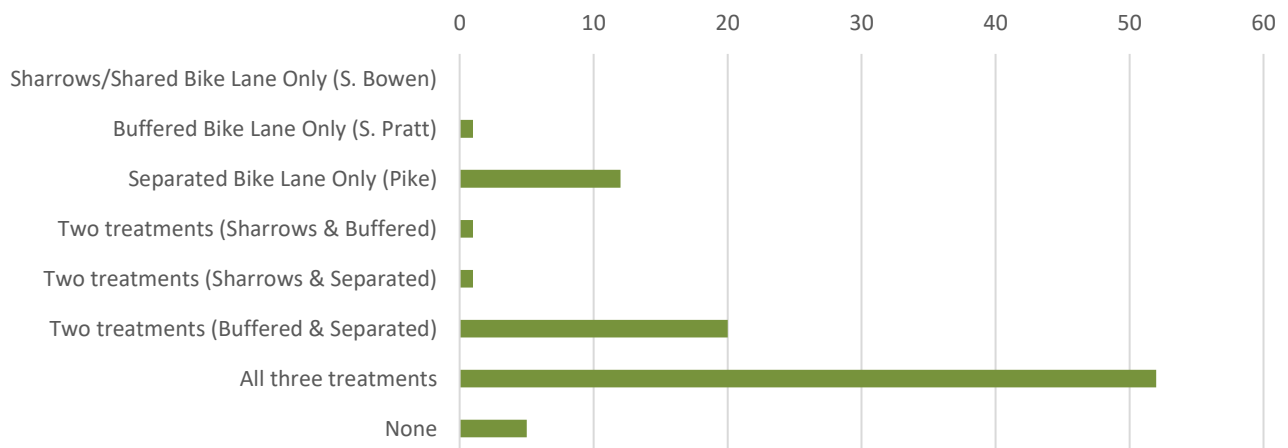
To better understand what bicycle treatments were tested by the survey respondents, the survey asked a similar question on both the Bicyclist and Motorist Survey. **Figures 9 and 10** show those results.

The majority of respondents rode or drove the streets with the two new bicycle treatments (Buffered and Separated Bike Lanes). Thirty (30) respondents for the Bicycle Survey and five (5) respondents of the Motorist Survey did not drive or ride on any of the streets in the *BLTP*.

**Figure 9 - Which streets with bicycle treatments, installed as part of the City's Bike Lane Trial Project, have you ridden? (Bicyclist)**

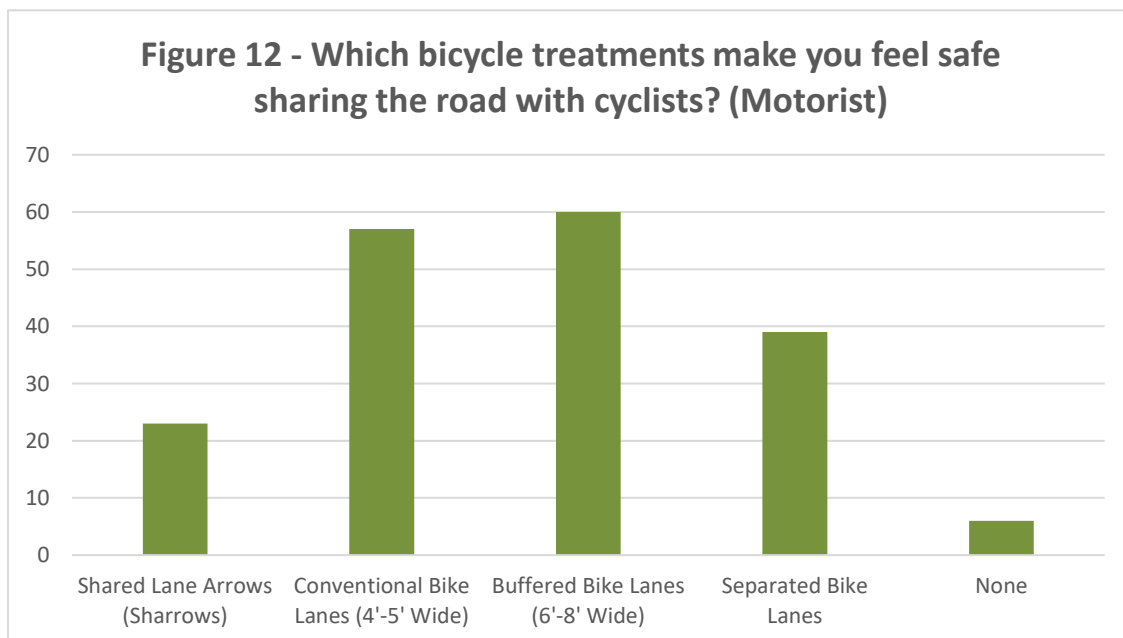
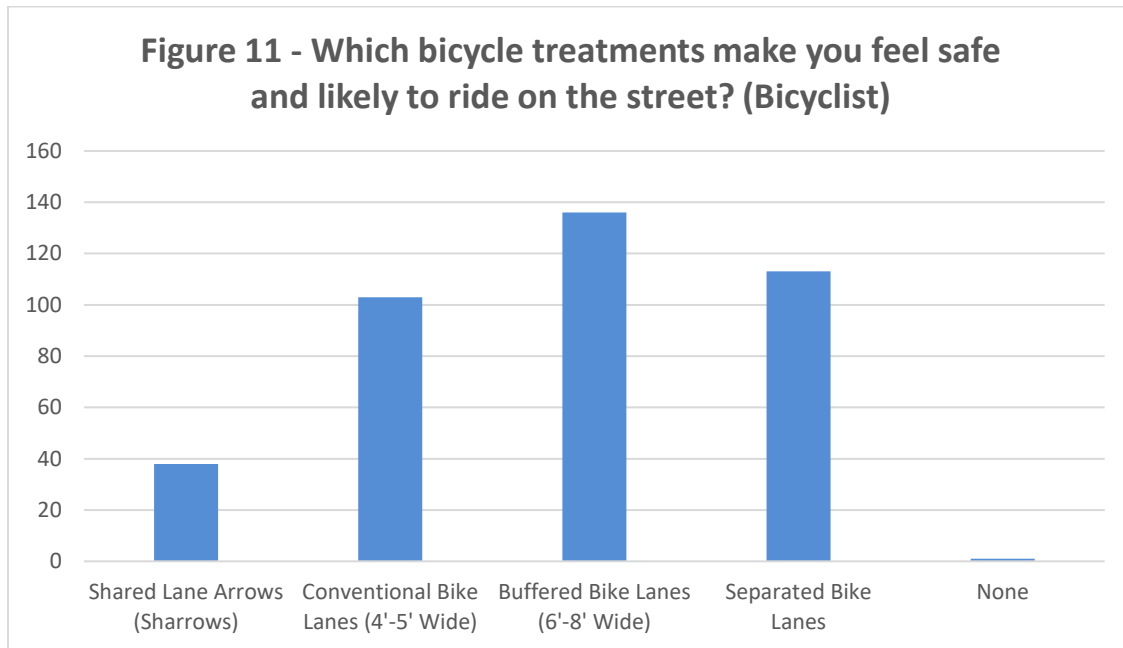


**Figure 10 - Which streets with bicycle treatments, installed as part of the City's Bike Lane Trial Project, have you driven? (Motorist)**



## SAFE TREATMENTS

The last question asked on each survey centered on what bicycle treatments made the users feel safe. For this question, “conventional bike lanes” was added as an option as well. The three treatments that provided the highest perception of safety for both bicyclists and motorists were buffered bike lanes, conventional bike lanes, and separated bike lanes. Although not an identified choice to this question, six survey respondents indicated that they were only comfortable riding on wide sidewalks or multi-use trails.



Many of the survey respondents provided feedback on whether they liked or disliked the separated bike lanes. Forty-two (42) of the one hundred fifty-eight (158) bicyclist survey responses provided unfavorable comments or opinions on the separated bike lane. Comparatively, twenty-five (25) favorable responses or comments supported the separated bike lanes. The remaining comments were either neutral or did not specifically mention the separated bike lanes in their comments.

When it comes to motorist comments on the separated bike lanes, essentially all of the comments about the separated bike lane were unfavorable. Common themes were the delineators/posts were distracting and created too much visual interference, making it harder to see cyclists. Motorists also indicated that the delineators/posts created hazardous conditions by impacting visibility for vehicles turning onto Pike Road.



## MAINTENANCE IMPACTS AND CHALLENGES

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Aside from budgeting for routine maintenance of the additional pavement markings and striping, sharrows and buffered bike lane treatments present minimal impacts to the operations and maintenance of the streets.

The biggest maintenance issue with the treatments in the *BLTP* was the separated bike lane on westbound Pike Road or the vertical delineators. Going into the *BLTP*, staff anticipated that there would be maintenance challenges based on research and discussions with other communities who had installed these types of devices. However, experiencing it firsthand was very beneficial in understanding Longmont-specific maintenance issues associated with the separated bike lane.

The delineators affected snow removal operations, but the challenge with street sweeping was by far the biggest issue that City of Longmont Operations staff faced with the separated bike lane. Several large pine trees, adjacent to Pike Road, dropped large amounts of needles and pine cones that contributed to the accumulation of road debris in the gutter. Keeping the separated bike lane clear of debris was also reflective in several of the public comments. Lastly, capital costs and routine maintenance of damaged delineator posts was a maintenance consideration.

The City experimented with four different types of delineators on Pike Road. Some of the delineators were more durable and performed better than others. The spacing of the delineators was also tested at different intervals (e.g., 25-foot, 30-foot and 40-foot spacing) to evaluate how the spacing affected operations and user comfort. No discernable benefit was observed from the “tighter” spacing of delineators. On future installations, consideration should be given to increasing the spacing between delineators (e.g., 100-foot spacing) as greater spacing will provide better access for maintenance equipment, while still providing vertical delineation between the bike lane and the adjacent vehicle lane.

The delineators with a continuous metal rail, which were installed closest to Hover Street, were specifically mentioned in several bicycle survey comments. In general, this type of system was not favored by bicyclists as they felt they were “trapped” in the bike lane and unable to avoid debris or pass a slower bicyclist in front of them. This type of separated treatment would be more appropriate for a two-way cycle track or a wider bike lane that allows bicyclists more room to navigate around obstacles or other cyclists.



## RECOMMENDATIONS

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City staff recommendations for continuation and future implementation of the three types of bike lane treatments tested with the *BLTP* include:

### ***Sharrows***

City staff recommends continuing the use of sharrows on appropriate streets. City staff feels that this treatment is best suited for low-volume (2,500 ADT or less), low-speed (25 mph) roads or in rehabilitation situations where there is insufficient pavement width to stripe a conventional bike lane.

Using the sharrow symbol with a green background (as depicted in **Figure 13**) provides better visibility and recognition.

The Manual on Uniform Traffic Control Devices (MUTCD) currently does not recognize this as an approved pavement marking; however, several nearby communities (e.g., Boulder) are currently using this type of sharrow. The MUTCD is continuing to conduct research and approve green pavement markings to specifically delineate bicycle facilities. The City will implement new treatments/pavement marking options as they are approved by the MUTCD.

Figure 13 – Sharrow with Green Background



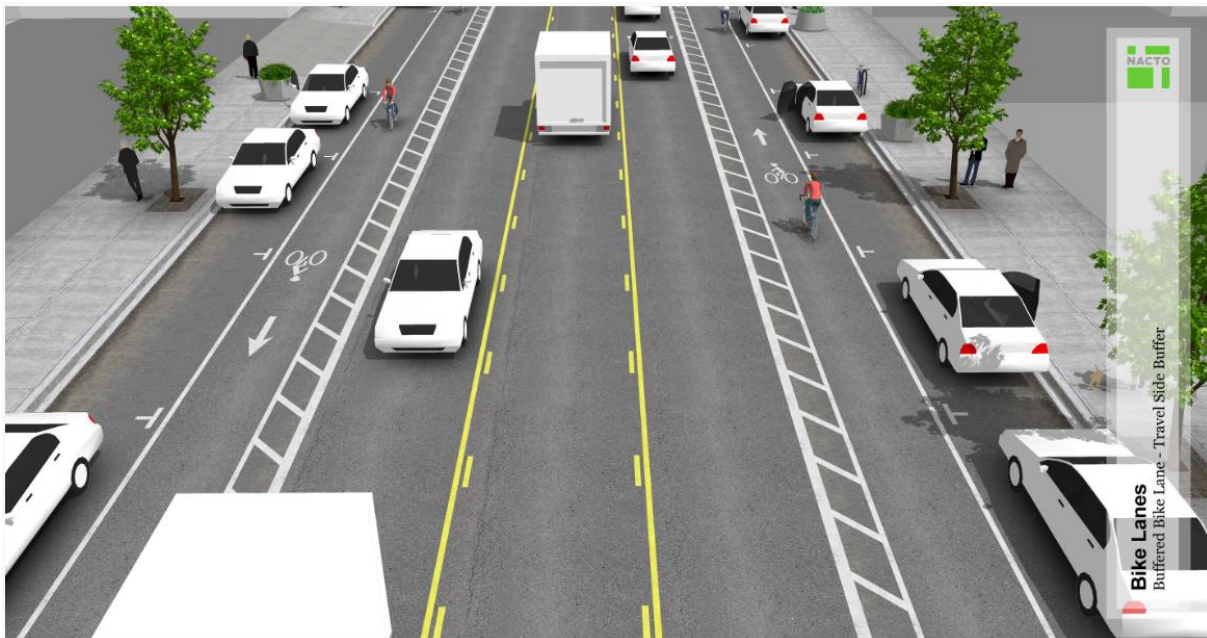


## ***Buffered Bike Lanes***

Staff recommends continuing with the buffered bike lane on S. Pratt Parkway as well as adding buffered bike lanes on other city streets (where feasible), especially along conventional bike lanes adjacent to on-street parking. In many retrofit situations, the additional space for the buffer can be created by narrowing the adjacent travel lane. Staff is currently updating the City's Design Standards and Construction Specifications to make buffered bike lanes standard on all new collector and arterial streets.

**Figure 14** below depicts a typical city street with buffered bike lanes. The minimum recommended width for the buffer is eighteen (18) inches. In situations where the minimum buffer width cannot be provided, it may be appropriate to increase the width of the conventional bike lane.

Figure 14 – City Street with Buffered Bike Lanes



Source: National Association of City Transportation Officials

### ***Separated Bike Lanes***

The separated bike lane on Pike Road became a maintenance issue as the width was inadequate to provide the needed room for snow storage. In addition, there were previously mentioned street sweeping challenges. A limited number of vendors/manufacturers make street sweepers that fit into narrow lanes (i.e., less than 8 feet), and of those that are available, most are designed for cleaning sidewalks rather than the heavier debris that is typically collected in the street gutter.

Due to the negative public feedback and maintenance issues associated with the separated bike lane on Pike Road, City Operations staff removed the delineator posts in August 2019. The removal of the delineator posts converted the westbound Pike Road bike facility from a separated bike lane to a buffered bike lane.

For future installations, City staff only recommends separated bike lanes if they are wide enough to accommodate a street sweeper between the delineator posts and the curb (i.e., a minimum of 8 feet). Given the required width for maintenance purposes, it may be more cost effective, safer and desirable to cyclists (especially the “Interested but Concerned” cyclist) to provide a separated bike path or shared use path (behind the curb).

**Figure 15** below shows an example of a separated bike lane that can accommodate the City’s maintenance equipment. Separated bike lanes are only recommended on higher speed (35 mph or higher), higher volume (8,000 ADT or higher) roads.

Figure 15 – Separated Bike Lane



## APPENDIX A: PUBLIC COMMENTS (BICYCLIST FEEDBACK FORM)

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- ✚ Bike infrastructure needs to be designed for the lowest common denominator and here that is the Interested But Concerned riders.
- ✚ I love the ongoing work to make Longmont more bike friendly - thanks so much! I think the next steps should also include slowing down car traffic, shrinking car lanes and starting to enforce existing laws against loud vehicles, to make the outdoor environment nicer for everyone - cyclists included.
- ✚ Prefer Buffered Bike Lanes over Separated Bike Lanes. Using bollards creates too many maintenance and snow removal problems.
- ✚ Bike lanes on the major roads (ie. pike, nelson) and roads not developed yet (the road south of walmart) should get protected bike lanes that are big enough to both blow snow out of and clean. New roads should also be designed such that the max speed is 25 (not the min) think narrow roads, roundabouts, curves. If you want to encourage bikes slow down traffic and protect bikes where traffic moves fast. Also sharrows are not bike infrastructure.
- ✚ I often ride the Gay street corridor and there are multiple crossings that do not have stop signs or are difficult to cross.
- ✚ I have seen a bicyclist riding right down the middle of the street where it was marked with shared lane arrows. Why not put a bicycle lane right down the middle of the car lane, and see how many motorists will respond poorly? It seems to be giving both motorists and bicyclists freedom to define the lanes where they choose.

I like the buffered bike lane markings, but I would take a bit out of both the bike lane and the motorist lane, instead of all of it from the motorist's lane. No reason to get greedy is there? Or are you intending the bike lanes to allow two riders side by side? With the wide trailers that handymen and lawn maintenance crews use, when they pass me now, they frequently have their outside wheel on the line or in the bike lane the way it is. What are they going to do when their trailer won't even fit in the lane that you've left them?

I think that the separated bike lane are a poke in drivers eyes. It's essentially taking a part of the road permanently for exclusive bicycle use. With all of the inconsiderate riders there are, is there any reason for bicyclists to give motorists even more reason to be irritated with us?

How is road debris going to be cleaned up? Broken glass and loose gravel always ends up in the bike lane until a street sweeper cleans it up, although cars driving in the bike lane also help to push it off of the road. This lane division approach also prevents bicyclists from having a way to go around the debris.

Bicycle riders need to share the road too. Motorists pay for the vast bulk of the building and development of the roads; if we're not considerate of that economic fact, we won't be SAFELY sharing anything but bike paths, and they cost far too much to be a viable solution for bike commuting, or even recreation most places.

- ✚ Thank you for doing this!



- ✚ Other than the sharrows which again make a bad assumption of rider skill and confidence level, the new lanes are great. Even large vehicles and trailers have feet on either side of the vehicles in the vehicle lanes.

The buffered lanes on Pratt provide a nice space for people on bikes to maneuver around parked cars, etc. while not entering the traffic lane.

Pike is great as it provides a physical buffer against the high speed vehicles traveling down Pike.

These ideas have been done in hundreds of cities with very similar weather patterns and challenges that we have here and they have chosen to find solutions. I hope the city will do the same here.

- ✚ Pike is much improved! I ride this road frequently commuting to work and the new bollards are amazing. Cars would ride very close before; I feel a lot safer with some form of physical barrier between me and the vehicles. I think with the bollards or at least a buffered lane, there is a much less likely risk of getting side-swiped by a car.
- ✚ Any effort to enhance roadway user (drivers, pedestrians and cyclists) safety is good, but safety increases with the physical separation (buffers) and attention to physical barriers that force drivers and cyclists to pay attention to what they are doing. I did not care for the metal based barriers on Pike at Hover (as a cyclist or motorist) however. A collision with that style of barrier would seem to ensure significantly greater damage (vehicle and bike) and injury (cyclist).
- ✚ The issue with all separated lanes is encouraging motorists to believe that cyclists do not belong on the road with them; eventually painted & separated bike lanes end suddenly and usually at intersections, which are the most likely sites for cyclist/motorist conflict.
- ✚ Longmont has a big safety problem with most of their bike lanes. The lanes have been put in the dangerous door zone of parked cars. This is clearly seen in the photo that you have of Conventional Bike Lanes. The bike lane marking should be areas that cyclists should not use. For my safety, I ride outside of those marked lanes. The marked bike lanes encourage unsafe riding. Either remove the bike lane markings or prohibit parking beside them.

The Buffered Bike Lanes have buffer on the wrong side. The greatest danger is from the parked cars, not the moving ones. I ride in the buffer zone for my safety. Again, decide whether or not to allow parking or bike lanes in those areas. The City needs to determine if the roadways are for sage transportation or for storage of personal property.

The Separated Bike Lane on Pike is a nightmare for cycling. It give a false sense of safety while making cycling more dangerous. I felt trapped while using it. The lane was already full of garbage that I would have preferred to avoid, except I was trapped. The edge of the road is where trash and debris accumulates. The edge is also where the pavement deteriorates fastest. Motorists exiting the driveways tend to pull out into the bike lane to see better before turning. With the road furniture that the City has installed, there is no way to take evasive action.

- ✚ The removal from service of both the bike lane and wide sidewalk on the eastbound side of Pike opposite the new west bound separated lane is unfortunate. While the west bound ride into work is now much better (there is still the issue of crossing Pike at S Sunset to get on the new separated lane), the east bound ride home is a bit of a terror due to being mixed in with traffic plus all the dirt and gravel in the shoulder area. Given there is just about 20-30' of missing wide sidewalk this would be easy to fix!



✚ Several Comments:

Regarding "Sharrows" - I felt that there needed to be some additional Sharrows between the ones already in place because the corners are long enough and tight enough that I feel drivers will lower their guard for cyclists as they get further away from the last Sharrow. Frequent Sharrows on bending roads will keep car drivers reminded that a bicycle could just ahead, but not visible because the cyclist(s) is(are) just out of sight around the bend.

Regarding Conventional Bike Lanes - Love them! I ask that they be as wide as possible and are regularly swept/cleaned because a lot of debris can build up in the bike lane in very short time from weather, litter, and debris falling off cars. I like the green color-coding techniques used in most places; it seems to better differentiate the bicycling lane from the cars.

Regarding Buffered Lanes - I liked what I saw on Ken Pratt Parkway. I felt that more diagonal lines were needed to convey to the cars that the buffer zone was not for driving on. To me, the relatively long gaps between diagonal lines left the buffer zone ill-defined. 3-5 additional diagonal lines between the existing diagonal lines (that y'all just put down) would increase the look and "presence" of the buffer zone.

Finally, regarding the separated lanes, I am neutral because I feel the chance of injury goes up due to so much hardware being there and, especially for the novice rider, the "canyon" might be intimidating (in a different way than the unseparated bike lane). As a "fearless" cyclist, this would also pin me into a specific area and route and fewer obstacle avoidance choices. I suspect the separated lane would be the slowest construct to navigate for me as a commuter. And, when biking to work, time is critical, so a slow route is usually avoided.

✚ I like all of them for different reasons. I think a big factor is the type of road it is installed on. I, actually, feel comfortable riding on almost any street, as long as I can get far enough to the right. Some county roads (like County line rd.) are pretty narrow in spots, with very minimal shoulders, so that makes me nervous and I avoid it. I do like the buffered lanes, but there are few streets that are wide enough for that. Of the separated lanes, I do not like the one with the metal barrier at the base. The current signage on S. Pratt is not clear enough for motorists. Signage is a must for all to be alerted for safety.

✚ Bicycle friendly roads are the right thing today and make me proud of our city. It may take some adjustment on the part of motorized vehicles, but it will lead to decreased traffic and a healthier population.

✚ I like the ability to be able to leave the separated bike lane. When there is construction there should be specific consideration for bikes/ped.

✚ Following comments are made after riding on each type of bike lane.

Comments on SEPARATED BIKE LANE :

- a) lanes can't be easily cleaned of debris;
- b) debris settles into bike lane and minimal room to miss debris;
- c) narrow lane is heavily slanted to the gutter,
- d) it is difficult or impossible to pass slower rider;
- e) poles are distracting when flashing past on left;
- f) poles make it difficult to keep track of cars on left;
- g), poles create a distraction and make it difficult to anticipate cars making right hand turns;
- h) barrier at west end of Pike road makes it difficult to safely position for left turn onto south bound 95th street;





i) this type of bike lane is another obstacle to contend with. I avoid Pike road due to heavy traffic and consider the "new" bike lane especially dangerous.

Comments on SHARED LANE ARROWS:

- a) I treat them like a conventional bike lane, riding as far right as is possible and safe,
- b) drivers DO NOT understand and become annoyed and DO NOT share,
- c) parked cars continue to be a problem.

Comments on BUFFERED BIKE LANE:

- a) this provides additional space for the bike lane;
- b) parked cars are a problem, i.e. parked too far from curb, not watching for bikes when pulling from parking spot, not aware of bike and opening doors.

Comments on CONVENTIONAL BIKE LANE:

- a) most bike riders and some drivers are used to conventional bike lanes;
- b) adding additional width to the lane would be good (as with buffered lane);
- c) should have lowest implementation costs.

While riding 4 times per week for approx 150 miles per week, I avoid riding in Longmont as much as possible. I find drivers and bicyclist safer and more aware on Boulder and Larimer county roads. In addition, after 36 years living in Longmont, traffic volumes have increased significantly. I am also very aware that many red lights in Longmont do not recognize bikes.

Thank you

- ✚ The separated bike lanes cause too much visual interference. At certain times of the day was hard enough to pull of businesses along Pike, especially with construction and Front Range traffic. Now it's even harder to see both cars and bikes - bad idea. And while biking, no, the poles don't make me feel different than without the poles.
- ✚ Sharrows are counterproductive: they may make motorists feel like these are the only roads bikes belong on; otherwise, what purpose do they serve? To remind people bikes are on the roads? But bikes belong on all roads, and cars should expect them everywhere.

A conventional bike lane is much better, gives both bikes and cars a guide to where to be, to avoid each other.

Buffered bike lanes are better than conventional bike lanes, if road width permits: it enforces the 3foot passing rule, and a narrower car lane may slow cars down somewhat.

Separated bike lanes add minimal (mostly psychological) protection to bikers, compared to buffered bike lanes: the latter do 98% of what these separated lanes do--and buffered lanes are easier to keep clean. Without street sweeping, the separated lanes are likely to get filled with debris, and may get used less. Plus, separated lanes are probably more expensive: I'd rather see 2 roads with buffered bike lanes, than one with a separated one.

- ✚ The Separated Bike lanes were not good. I was passed by fast riders and nearly forced into separators.
- ✚ I love the Pike separated lane, but it doesn't currently connect to much.
- ✚ The shared lane arrows really don't offer any more awareness of cyclists. The Separated bike lanes would make a big different especially in high traffic areas. I think the vertical partitions really make vehicles and cyclists aware of boundaries.
- ✚ I don't like the post separators. They make me feel trapped and when there is dirt or cracked concrete or asphalt it is almost impossible to avoid.





✚ I am a 66 year old recreational bike rider with 60+ years of experience. I love riding in Longmont, especially the Greenways! My favorite of the 3 test locations is the buffered bike lanes on S. Pratt Parkway. It seems like to provide consistency you would have to mark every street without a bike lane Sharrow throughout the entire city. ;-} Thanks for thinking of us bikers.

✚ I give the separated lane with barriers on Pike Road mixed review for safety. I think the barriers might be good to separate fast traffic from cyclists, and vice versa, but also can be a potential hazard, if hit by a cyclist. Also, there are places inattentive drivers hit the barriers, knocking them into the bike lane and creating more of a hazard for cyclists. Overall, I found it safe to ride.

The buffered bike lane on South Pratt Parkway is excellent. It is wide enough to avoid opening doors of parked cars without swerving into traffic. The marked buffer helps make drivers and cyclists more aware of potential hazards. They are much better than conventional bike lanes, which put cyclists in the path of opening car doors.

I appreciate the shared lane arrows, but don't know if they are effective in making drivers aware of cyclists.

✚ This needs better sharing. I found out about it by chance when I saw the flyer at the library. This project should be shared in all local bike shops, restaurants, breweries, Longmont Climbing Collective, and running stores. Also, share via Instagram posts with #Longmont on the photo. Thank you for doing this research; my wife won't ride with me outside of our HOA because the roads don't have any buffer between cyclists and cars, so I really hope we can get the Separated Bike Lanes on most roads in Longmont!

✚ This is a good start to bike safety for Longmont. I would ride on any of the chosen roadways pictured above. But I prefer to use the bike paths located all over town whenever possible. I ride 20-30 miles daily around Longmont, its bike paths, streets and perimeter highways. Most drivers are courteous and allow me room to ride. I am very grateful that Longmont has taken the time and cost to develop the path systems that are available now. Good work for sure and I am looking forward to the future.

I do have two comments: In winter, PLEASE have your snow plows remove ice/snow from the bike lanes on all streets, all the way to the curbs if possible!! The last few winters those bike lanes freeze up with slush and ice during the night and it is impossible to navigate them safely in the early mornings, when I am commuting. I am forced to ride the sidewalks or out in the traffic lanes on those mornings, which is not safe at all. I actually dumped my bike one day, in front of a car, when I hit an ice jam pack and it flipped me on my back. Thankfully that driver wasn't speeding at that time.

Also, your new bike lanes at the Boston and Martin Street nature park are great. I appreciate having close access to the creeks thru that area, all the way east to CLR 1. But you MIGHT consider ADDING a short path from the Boston Ave curve, where the park construction entrance has been located, just west of the Martin St and Boston street intersection on the south side of the road, and run a path from there toward the Southwest or South, meeting up with the existing path in the middle of the park area. It would be a couple hundred feet long, but would allow access from Boston Ave direct to the new path heading westward to the Main Street underpass and not require riders to go south to the Martin Street overpass, near the new Taco Bell location. I know this may sound lazy but it would definitely improve access to bike travel going north into the Martin and 3rd Ave areas.

Anyway, you guys are doing a great job of this. I see more and more riders at my time of day (630am and 4pm) which tells me that there is greater access to lanes, paths and access to cross thru town without hassles from traffic and obstacles.



- ✚ Comfort in bike lanes is dependent on the volume and speed of traffic. When the traffic is high volume and high speed, separated lanes are ideal. With low volume and low speed traffic, conventional lanes are acceptable.
- ✚ Sharrows are pretty useless - spaced too far apart, not readily understood by drivers and easily overlooked by drivers. Conventional and buffered lanes are effective since they are well understood, continuously present and pretty visible. Separated lanes with flexible posts are probably very effective, but expensive to buy, install and maintain; they might be good in certain locations where cyclists are at high risk. The neutral white post color might be better replaced with something more unusual and attention-grabbing, such as red, etc.
- ✚ Thanks for doing this, I've been commuting by bike to Boulder for 17 years, and it's nice to see. I use the protected bike lane along Pike road to access the diagonal underpass and then on to Boulder. Both are great. I have also use the "sharrow" lanes and the separated lanes. I don't think many motorists know what the "sharrow" is, but the separated lanes work great. The protected lane along Pike is nice, since most of the traffic is moving 50+MPH along there. After the protected lane ends, it would help to have some street marking to the intersection.

Great job all around, it's really nice to see you improve the area for us!

- ✚ I don't like the posts on Pike nearest 95th. They don't provide a feeling of greater safety; they are unsightly; they are more prone to damage. The more widely spaced posts east toward S. Sunset function well in conjunction with the buffered stripping.
- ✚ I rode my bike on Pike Rd in the separated bike lane a couple of times in June and there seemed to be a lot of pine needles and pine cones, especially on the east end of the separated lane. I was passed by another bike after exiting (west) and so it makes me think that if there's too much bike traffic, it might hinder passing.
- ✚ I do not like the shared lane arrows and you can view my comments about them on my motorist feedback form. I understand that for narrow roads you cannot implement the other styles of bike lanes. However for shared lane arrows to be useful they would need to be accompanied by a serious motorist education campaign.

I do not feel that buffered bike lanes offer much over conventional bike lanes. In both cases I think a significant safety enhancement could be made by changing the color of the inner paint stripe. If, for example, it were red then it would really draw motorists attention and give the impression it is a barrier that should not be crossed.

The separated bike lanes are by far the nicest from my perspective as a cyclist, although I would expect they are also the costliest. I would think they should be reserved for roads with higher speed or higher volume traffic. Pike road was an appropriate choice for this test. It appears to me that there are also different spacings of barrier posts, as well as posts on a barrier rail. I did not feel any more secure on the sections with closely spaced posts. The widely spaced posts provide a sufficient visual barrier for motorists. I do think the rail barrier is useful around intersections where there is a lot of turning traffic - again the intersection of Pike Rd and Miller Dr is such an intersection and good for this test. I found it interesting that a motorist ran over the barrier already which I think is a testament for the need for this sort of device.

Thank you for conducting this test and I look forward to more bike infrastructure in Longmont.

- ✚ I have one concern about the separated bike lane on Pike. The trees already leave lots of pine cones to dodge in that section. Now with the separated lanes, I think it will be harder for street sweepers to clear that section and they may accumulate more in the bike lane. Also, when there's an obstacle, as there was with a construction truck this week, I had to maneuver through the posts to go around. I think I prefer the buffered lanes over the fully separated ones.



- ✚ I rode the pike rd 'protected' bike lane last weekend. I'm concerned about snow plowing efforts and keeping the snow from the vehicle lane from piling up in the bike lane. Also I felt like the cars didn't move over as much as they would have if there wasn't a 'protected' lane. Also concerned about debris in the protected lane. The posts along protected lane limit the bicyclist on where they can avoid obstacles or vehicles. I do like the buffered bike lanes though.
  - ✚ Separate Bike Lanes with posts are an eyesore, make it impossible to plow snow from the bike lanes, and make it difficult for bikers to pass one another.
  - ✚ This city is easy to get around in for any experienced cyclist without any of the fancy infrastructure. Use of secondary and residential streets (Class III routes), as well as existing Class I greenways is optimal as it is, with two exceptions. Those exceptions are the lack of education for motorists as to what their responsibilities are to other roadway users and an almost complete lack of traffic enforcement in Longmont. I believe that those two issues can be solved by a correction of the latter. As soon as Longmont motorists begin to be made more aware that excessive speed (especially on secondary and residential streets) will garner zero tolerance by LPD, they will be at the very least educated in one aspect of their responsibilities on the roadways. Longmont citizens voted to up our public safety budget and LPD is hiring for nine newly added LEO positions. While this is transparent and voted in favor of by the citizenry, the opaque nature of the benefit to cyclists in the form of increased traffic enforcement will garner much less outcry from the motoring community than something they did not vote in favor of and have apparently been imposed upon them as a taxpayer by a special interest group.
  - ✚ The separated bike lanes are a dirty mess.
  - ✚ I work at Front Range Community College. I see several issues with the separated bike lanes. Debris is accumulating in the lane, as will snow plowed off the road in the winter. How will the lane be cleared of snow and swept of debris (e.g., glass)? Conventional bike lanes are a bit risky from driver doors or pulling out without looking for bike traffic. I would prefer buffered bike lanes.
  - ✚ The problem with the separated bike lanes is that there was a lot of crap in the lane from the road - more than on the regular road - and it didn't look like it would be easy to clean/sweep. There was even stuff that would cause flat tires. Also, I think the poles could be a problem for bicyclists at times. The buffered and conventional bike lanes - If there was a way to paint one of the lines a "warning" color such as stripes of red (or whatever) that might help AND paint bicycles symbols in the lane so cars know it is for bicycles. If you need any volunteers for any bicycle committees, please let me know! I enjoyed your experiment!
  - ✚ Happy to see any and all forms of bike treatments. Every little bit helps. To me, buffered lanes are the best if possible and I think that protected lanes feel somewhat dangerous since vehicles are more likely to overlook them when turning onto a busy road since it feels like it is just another side walk and not part of the road. One problem with the pike protected lane is that when it rains it fills up with a ton of water and you're stuck in the protected lane!
- Please consider that continuity is incredibly important. People won't bike if only half their bike route has safe riding. There should be several ways to get all the way across town safely on a bike to really encourage people to ride more.
- ✚ This is a followup to a previous comment. The buffered lanes are the best. The conventional bike lanes are the worst; they encourage cyclists to ride too near parked cars, where hidden motorists can open a door in the path of an approaching cyclist. Motorists do not allow cyclists room to avoid hazards and doors. Separated bike lanes have drawbacks: they create places for road debris to build up and create hazards, and do not allow cyclists room to avoid road hazards or other cyclists. Marked shared lanes are ok, but in several places around Longmont the markings are not maintained are not very visible.



- ✚ I think all of the above are huge improvements and like the sharrows in the case where there is not enough room for a designated bike lane to be added. The separated bike lanes with white stand-up markers (like on Pike Rd) i think are nice, but are not necessarily more helpful/safe and to me it sounds like it would be pretty expensive compared to painted lines/zones.
- ✚ I ride the bike lane on Pike Rd weekly. Since the separation of autos/bikes I feel even more nervous using the bike lane due to debris from the pine trees that line the street which create stressful navigation within a narrow space filled with cracks in the road surface along with an uneven surface with the road and rain gutter. Maybe a buffered bike lane should have been considered first. I feel more safe using the buffered lane along S. Pratt. On a positive note I tip my hat to the city for being frontrunners in an effort to make biking in Longmont more safe and convenient. The trails that have been replaced since the flood are a valuable asset and of great benefit to our community!
- ✚ As a mom with young kids on their own bikes (one still on a balance bike on the sidewalks just about ready for pedals), I prefer either the buffered or separated lanes to help with drifting or distracted cars or bicyclists. Our route to elementary school includes shared and conventional lanes. We take a longer route (5 miles one way as opposed to 3) to church to avoid a route with mostly shared roads and instead use mostly conventional lanes, separated lanes, and multiuse trails (there are still a few stretches of shared roads). My 6 year old said he prefers the separated lanes. In the last two days he has ridden his own two wheeled bike 20 miles in Longmont. He averages about 8 miles an hour; too fast for the sidewalk but slow for the bike lanes and other riders often pass us.
- ✚ my first candidate for bike lane treatment is 21st, from Hover to Main. I ride this (both ways), several times a week and the traffic volume does not warrant 2 lanes (and no bike lane). its current configuration causes unneeded encounter between autos and cyclists.  
PS: i recently rode up the completed portion of Pace, with its bike lane w/buffer are is awesome. Bike lane of 5' to 6' are perfect. this would easily fit into 21st configuration with a minimum of cost and a maximum return in cycling enjoyment and safety.
- ✚ I am really happy with the way Longmont is heading with bike lanes.
- ✚ I do not like the bottom-spanning barrier of the last west section on Pike Rd. As a cyclist, I feel trapped in the bike lane and cannot easily/quickly exit around any sort of obstacle that could be present in the lane. Similarly, if a car breaks down, which I have seen happen in this span, the car cannot pull to the side out of traffic. Instead, traffic is blocked and backs up. I have also observed examples where the bottom-spanning barrier of the last west section on Pike Rd. has stopped a rabbit from crossing the road. As a result, a car killed the rabbit.
- ✚ Bike lanes throughout city of Longmont are usually covered in debris from the street cleaners. Bike tires are in danger of being damaged from all the clutter. Street cleaners push all the debris into the bike lanes, which makes me think bicycling isn't valued in this city. There must be a better way to collect the dirt and debris from streets and not push it all into the bike lanes. I find myself riding in the street to avoid damaging my tires and making my ride smoother.
- ✚ On Pike, the metal beam that acts as a base for the plastic poles worries me. It gives the cyclist no emergency exit in case of debris in the bike lane. Also: Driver and cyclist education is probably equally important as infrastructure.
- ✚ There were different styles of barriers on Pike Rd. Of these, individual poles seem sufficient. The connected barrier system made me uncomfortable as a driver and cyclist and could be dangerous if a car or cyclist collides with it. The single pole system with painted lines provides a good visual for vehicles and provides a way "out" if needed by a cyclist in an emergency situation.



- ✚ I don't like the separated bike lanes, as they don't really work to protect the bicyclist and create another hazard along the road. More debris collects in the gutters and road edge and the bicyclist is forced into these conditions.
  - ✚ I haven't ridden the Pike lane.....but drive by it all the time. I have seen cyclists have trouble in there with all the debris....and I can see a massive amount of debris (trash, leaves, and massive weeds) in the lane that make the lane more like mountain biking. Also, would LOVE and value a safe way to cross Pratt and Nelson on bicycle. We should be able to ride from the trails to the Boulder County Fairgrounds. Right now....they are not connected. Crosswalk at Pratt and Sunset is WAY too dangerous. Been almost hit several times by cars turning right on Pratt that are looking left and not at the cross walk. Also....no way to cross Nelson from the Fairgrounds.
  - ✚ I really appreciate all of your hard work in making Longmont a safe place to ride. While I think the areas that you've chosen to focus on have made my commute safer, I would also request that consideration be made on creating safe places to ride in particular North - South routes between Old Town and South Longmont. I commute daily and love all of the bike trails and (safe) roadways from East - West, but the infrastructure is lacking for North-South. For example, riding from Boulder on the LoBo trail, one must exit at Airport road or wait until S Pratt Parkway for a safe passage as whenever I get off on S Sunset, I dread the Pike Rd to Nelson Portion. I'm happy to further discuss, if helpful. Thanks again for all of your hard work - it's truly appreciated!
  - ✚ I'm concerned for the Separated Bike Lanes, that the debris from the cars will be pushed onto the lanes making it an obstacle course for biking.
  - ✚ The buffered bike lanes are confusing. Is the buffered striped area part of the bike lane? Most of the bike lanes in Longmont do not seem to be 4' to 5' wide. Quite a few of the bike lanes are encroached upon by parked vehicles, effectively making the width close to zero. The photo used to show conventional bike lanes shows an example of this. Most of the bike lane is in the 'door zone' and riding there is dangerous to cyclists. What Longmont calls a Bike Lane is really a Don't Bike Lane. In addition, a cyclist riding close to parked cars becomes difficult for motorists turning onto the road to see as they blend into the parked cars.
- I rode the separated bike lane once. I will not do so again. Junk accumulates in it and there is no easy way to go around things that can cause a crash. The cyclist is essentially trapped. It is no longer safe to bicycle on Pike Road.
- The sharrows are the only useful pavement markings. They would be more useful if motorists knew what they signify. The sharrows on 4th at St. John's Church are misplaced. They position the cyclist right behind the diagonally parked cars and make it very hard for the motorist backing out to see the cyclist. The close location gives the cyclist no room to avoid an automobile that suddenly backs up.
- ✚ Unfortunately any bike lane solution seeking to create a safer environment will be met with resistance from those that feel bikes are a nuisance. One other area of concern that would be helpful would be to address the northbound Airport road turn onto eastbound 17th avenue where it is posted on Airport Road "No STOP for right turn", this leads to cyclists being trapped in between vehicles eastbound on 17th Avenue and vehicles turning off Airport Road and often slopping over the lane lines. Thanks
  - ✚ The Pike Rd bike Lanes are useless solely because of debris. The loose chip seal material in combination with organic debris in the gutter make this lane dangerous and I avoid it.
  - ✚ Less Bike lanes on arterials ... 35mph or higher speed roads. MORE off road wide bike routes geared to the 50-60% "interested but cautious" group

Tessa's Ft Collins presentation @ linking Longmont event really brought out the change in focus of Ft Collins (platinum city) designing for the 50-60% rather than the 3-5% gonzo riders. I think





this is something Longmont should look at. i.e. How many parents would be comfortable with their kids biking on Pike Road redesign vs on the WIDE "off road walks" along Pike road. Perhaps time to rethink "share the road" & move to separating....

- ✚ East County Line Road/County Road 1 really needs bike lanes from Hwy 66 to 9th street! It's a very busy road with little to no shoulder.
- ✚ I really don't like the Separated Bike Lanes simply because it seems a huge waste of space. Similarly, Buffered Bike Lanes are a little overkill as well - I'm still more likely to ride toward the car lane.
- ✚ I would not say I would unconditionally feel safe in the above treatments. If shared lane arrows were added to 119, I would not feel safe. In a neighborhood with 15-25mph speed limits, I would feel very safe. Certain roads demand higher levels of treatment (higher speed traffic = more protection). As traffic volumes increase on roads, more protection for cyclists should be considered as well.
- ✚ Off street separated bike lanes should be incorporated in design options where adequate space is available as proposed to city council for Pike Road. This provides the best solution for all levels of riders and minimizes cost to our city when comparing the cost of a road expansion.
- ✚ The separated lanes are a great idea but only if they can be maintained regularly. The ones on Pike are asking for flat tires. I gave up riding them. But thanks for doing this pilot. I also like the green thermoplastic lanes. Much more visible.
- ✚ I've used the separated bike lane on Pike a few times. It is by far my least favorite. I surprisingly feel less safe on Pike because the flimsy plastic barriers will do nothing to physically protect a cyclist but the motorists drive like it will. Additionally, with a conventional or buffered lane, it is much easier for cyclists to avoid debris on the roadway.
- ✚ The buffered bike lands and separated bike lanes give the illusion of safety but are no safer than conventional bike lane. Motorists don't pay any more attention to the dividers than a conventional bike path. A better suggestion is sidewalk style multi-use trails with a dedicated two way bike lane. On streets that don't provide for the off-road space, you should turn the streets one-way and use a solid barrier to block of the other lane for cyclists, as they've done in Eugene, OR.
- ✚ The Pike Road treatment is not good - please rethink this and design for slower traffic on this street and use standard bike lanes. However, even worse are the bike lanes currently striped on South Main. If you are going to do a buffered/separated bike lane or cycletrack type of facility, please place on the street were that type of improvement is most needed. I am a very experienced cyclist that rides anywhere (Hover included) but I will NOT ride on S. Main/287. I hate riding on sidewalks and know that it is less safe, but I always choose the Main Street sidewalks, or take alternate routes, over those bike lanes. And please think about if you continue this treatment for the full length of Pike Road, then what is a cyclist to do when they reach Main Street????
- ✚ The separated bike lane on Pike was a good intention, but I've ridden it many times and in practice it is not good. It usually has debris in it, and I've even seen road constructions signs placed in it. When there are obstacles, it traps the cyclist in that lane with no way to deviate if something blocks your path. It takes usable space away and forces the bike into a smaller path shared with the drainage gutters. Conventional street sweepers can't access it, and it is just plain unsightly -- especially when the poles get bent or broken.

The buffered lane on Pratt Pkwy, in my opinion, is the best of both since it gives a buffer without confining the cyclist into a fixed space. If there's not enough room for the buffer then the conventional bike lane is good too.





The shared lane is good in that it makes motorists aware that there could be bikes in their path, but I don't think most motorists give it much thought. I would definitely prefer a dedicated bike lane when space allows for it, but I also am aware that we just don't have the room sometimes.

- ✚ Too many bollards on Pike Rd. Need separation like picture above so bike can move in and out of lane if necessary to dodge debris and allow passing of other cyclists.
- ✚ I would not ride the westbound Pike lanes under any circumstances. The western-most in particular is flatly, obviously dangerous. Quite aside from the maintenance/debris problem, the barrier leaves a cyclist no escape if there is a problem. I haven't ridden the other trial sections because it's not an area of town I ride.
- ✚ The Pike Road bollards are amazing! I feel much more comfortable cycling along that road with a physical barrier between traffic and the bicycle lane. I work at Corp Center Cir and ride along this path to get to the 119 underpass. Before, cars would routinely cut into the bike lane resulting in a very stressful ride. The metal rails + bollards are amazing, but even the simple plastic bollards are a very significant improvement.
- ✚ why did you do pike rd for the fully separated lanes? the bike path is less than one block away and goes the same direction. I had to go out of my way to ride on this and I would bet almost nobody else rode it. really poor choice or was it was designed to fail? separated bike lanes are the BEST! sharrows are a waste of time. if i am on the road and not all the way to the right, even when there are parked cars, I will get honked at. just a stupid idea.
- ✚ The barricades are a waste of money. They hinder street sweeping leaving the bike lane littered. The barricade will not stop a car from veering into the bike lane.
- ✚ When we ride with a peloton and have to brake suddenly I have a fear that one of us will hit those poles in the Pike road separated bike lane.
- ✚ I don't like the separated bike lane, they have debris in them and the posts won't stop cars. As far as dividing the cars from bike lanes I think rumble strips would work between the lanes. The bike lanes could be cleaned and you would hear cars crossing into the bike lane.



## APPENDIX B: PUBLIC COMMENTS (MOTORIST FEEDBACK FORM)

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- ✚ I think sharrows / shared lanes are a recipe for confusion and conflict. If there is not room for a dedicated bike lane, I'd suggest sacrificing car space (for example removing free parking or narrowing the car lanes) to continue the nudge towards bike transportation.
- ✚ How much room do bicycles really need?? All of this is a total waste of money. They will still ride right down the middle of the road two or three abreast. Stop squeezing cars. These roads were built for cars.
- ✚ Today, a large truck tried to pull over on to what used to be the shoulder on Pike Rd. The bike barrier prevented that, so the stopped truck just took up the entire lane and blocked traffic. I'm so glad nobody got rear-ended because they weren't expecting a truck stopped in the middle of the roadway.
- ✚ Keep it like it was, there was nothing wrong with it. Your making it worse for both cars and bikes.
- ✚ One of the worst places to drive is on 75th from Niwot to Ute Highway which I frequent almost daily. The bikers never ride single file - always two or more abreast so they can chat and always in the driving lanes. I for one am angry with the bad bike behavior in Longmont and Boulder County on the roads and trails. I suggest that 75th be considered for future barriers like the ones on Pike. There needs to be a physical separation to keep bikers in a lane. These are biker deaths waiting to happen.
- ✚ The posts in the "separated bike lanes" are a dumb idea--to put it kindly (even Boulder took them out)! The "buffered" bike lanes are the most appealing, but most streets are not going to be wide enough to allow for car traffic (they work well for South Pratt Parkway, but when there are two lanes of car traffic in a given direction, you can't remove one of them for bikes: car traffic is overwhelming some roads already). When I answered a Longmont survey recently and said the most appealing option if I were to ride a bike was "physically separated bike lanes", I never thought they meant posts in the road! I was thinking more of riding on the sidewalk (no, not downtown where it's illegal) or the separate parallel bike lanes in Beijing (admittedly not practical for Longmont). I ride a bike so infrequently that I'm filling out this "motorist" form.
- ✚ When I drove on S. Pratt, I did not notice any signage about the Buffered lane, so I was just curious about the reason for the 'extra line.' I am a bike rider (3 to 5 times a week) so I am very alert to bike riders and try to give them lots of room to ride.
- ✚ I agree with this effort and think it will help decrease traffic in Longmont. Thank you for doing this.
- ✚ As a motorist & bicyclist, the Pike Road separated bike lane is terrible. It's confusing to drivers, an eyesore, and living nearby, I notice more motorists concentrate on where they're headed (managing the new obstruction) and causing more issues with pedestrians / bicyclists. This is exhibit A on over-designing & overspending on something that works poorly.
- ✚ The separated lanes will be a nightmare in winter. Will be very hard to plow.



- ✚ Separated bike lanes create too much visual interference.  
Shared Lane Arrows - bikes should be on side of lane, not in the middle. I'm definitely not going to ride my bike in the middle of the lane. Does not make sense to encourage this.
- ✚ I work on Pike Rd and find the separators very distracting as a driver and I don't think it protects the cyclists as much as hides them.
- ✚ I have yet to see a bicyclist stop at a stop sign if a car isn't in an intersection. We know what kind of nightmare Boulder is to navigate. Don't turn Longmont into another nightmare.
- ✚ I drive on Pike from S. Pratt to Hover nearly every day and find the separated lanes to be distracting. All of the driveways in that area that exit onto Pike have are now harder to see.
- ✚ I think this is a gross miss-use of the town's funds. There is nothing wrong with the traditional bike lanes that have a single white line separating them from the road (and encouraging/directing bicyclists to stay within their lane, and not ride double wide). Additionally, I haven't seen ANY bike actually use the separated bike lanes on Pike Road, so they seem like a failure right out of the gate. All it does is provide an impediment for motorist, who may need to pull over to the shoulder, or snow plows in the winter.... Please revert these changes, and focus our town's limited funds on other more important measures, like determining how to deal with the increased influx of homeless persons in the city's parks and neighborhoods.
- ✚ I would not say that the shared lane arrows make me uncomfortable sharing as a motorist. Rather I would say that they do not make much impression in my mind that I should behave any differently than any other roadway. What exactly is a motorist supposed to do on a road marked this way? Exercise caution? Give way to cyclists? Treat cyclists as motorcycles?
- ✚ Separate Bike Lanes are an eyesore.
- ✚ The separated bike lanes look terrible and they will require tax payer money for installation and maintenance. On Pike they make it even more difficult for school children going to Flagstaff from the neighborhoods south of Pike to cross Pike Street. In my opinion the negative appearance and expense are not worth the benefit it may provide for a few people. Especially when there are already so many green-way trails available.
- ✚ Thank you for experimenting with different solutions and obtaining feedback. The separated bike lanes are absolutely terrible. They are dangerous. I hope this study leads to the conclusion that the separated bike lanes are more dangerous and not worthy of spending/investing in. The Shared Lane solution and the Conventional Bike lanes both get my vote. Use a conventional bike lane if practical; use a shared lane marking when a conventional lane is not practical.
- ✚ As a driver, I feel like the white posts that separate the lanes are visual and mentally distracting. It feels as though a biker or pedestrian will jump through the barriers at any moment. I am also a biker and have kids that are learning to ride bikes safely; one enjoys biking in the bike lanes and the other is still on a balance bike on the sidewalk.
- ✚ Visibility (of approaching traffic) is a challenge as a driver turning left from Miller Drive onto eastbound Pike Road. Is there any possibility of reducing the height of the poles, or perhaps increasing the distance between them, to allow for less obstructed views? (No problem seeing cyclists.)



- ✚ I don't like the separated bike lanes at all. They are more clutter along the roadway and they make our streets look terrible. Debris piles up between the barriers (especially the continuous metal solution) and creates hazards for the cyclists. Right turn motions continually back up traffic. How are the road edges going to be plowed for snow and how are they going to be swept to clean the streets. I'm in favor of bike lanes that creates safety for family and casual riders, but there are not it.
- ✚ These posts actually hamper visibility for me pulling out of my office on Pike.
- ✚ As a motorist, I find bicycle riders will swerve into traffic to avoid debris in the bike lanes so the type of bike lane is irrelevant. The Separated Bike Lane on Pike Road is filled with debris and trash and I have yet to see a bicycle use that bike lane. I see more bicycle riders on the wide sidewalks rather than the bike lanes.
- ✚ The pike road approach is not visually pleasing and if a post is bent in towards curb...makes the bike lane unsafe. Maintenance for both the bike lane and barrier is not being done well.
- ✚ The separated bike lanes are unsightly and not very friendly. I have not seen them in use on my daily commute on Pike road.
- ✚ The bollards on Pike Road are an eyesore. The bike lane is filled with debris. I wish Longmont would take notice of how nice the streets/bike lanes in Boulder are...well designed, appealing, well painted. Step up your game Longmont...I have used Pike Road for 20 years!!! The corner of Pike and Hover is a disaster with so much traffic, train crossings, school entrances, the new iPod business ( what is the city thinking) and now these bollards. Many are hit, dented, broken...I have not seen one commuter on this bike lane.
- ✚ A close friend was killed on on-road bike paths (not in Longmont). They are unsafe under all conditions because other motorists don't pay attention to the barrier and cyclists have an illusion of protection. The separated bike lane is particularly bad because it doesn't offer a clear path for merging for bikes or vehicles (I've personally never seen anyone use it despite driving Pike daily). Please add more off road multi use paths with dedicated bike lanes. In specific, since you are going to be doing roadwork on Pike, DO NOT add an on-street bike lane but actually build out a safe bike infrastructure.
- ✚ I dislike the poles on Pike Rd. They are unsightly, and in the months they have been there, I have seen one (1) bike rider use that lane. I travel Pike Rd between Main and Hover at least once per day.
- ✚ This bike lane on Pike is not used and is a driving hazard!
- ✚ Most areas I have seen around the country with bollards show broken bollards due to motorists having to dodge debris, squirrels, etc. Difficult to sweep street and bike corridor. Painted lanes are sufficient and give flexibility if needed.
- ✚ I drive on Pike to get to and from Miller Dr every day. When coming out from Miller to turn onto Pike I find the posts that create the separated bike lane obstruct my views of cars traveling west on Pike. This is an unwelcome hazard. I'm all for bike safety (my husband is a cyclist), but creating one hazard to avoid another does not make sense.



- ✚ The city should also explore dedicated paths (like they do in Europe) to separate auto and bike traffic. If motor vehicles and cycles must share the road, then all parties must be compelled to follow traffic laws, this includes that cyclists go in the same direction as motor vehicle traffic (be it in the street or sidewalks). I have driven Pike Road a few times, I find the barriers distracting, as side traffic crawls out into the bike lane to see around the barriers. I have seen, in at least one case, a cyclist in the main lanes, because of debris on the bike lane. Pike Road has already become a Ken Pratt Blvd Bypass or sorts; it is only going to get worse because of plans to improve Pike, and new construction at Hover & Pike. Having barriers will lead to more accidents. If the plans call for narrowing lanes, on major roads, to add wider bike lanes, then there needs to be better law enforcement for unattentive driving, and speed limits reduced on roads like airport, Hover and Ken Pratt. Narrow lanes, motorists cyclists and 45 miles per hour will not mix well.
- ✚ Do not like bike project on pike, never see cyclists utilizing and aloft of the white things are bent and seem to have been hit/clipped by cars. As a cyclists with child trailer I would not use this and would still use sidewalk.
- ✚ Why in heavens name are we trying to create more interaction between cars and bikes?! The bike lanes you have created have like 3 users... These are not being used. If you have money sitting around, fix the streets. And what is with the silly double curbs and bump outs? Don't get me started on the signs on Main. Longmont is turning into Boulder more and more each day, so sad.
- ✚ I usually prefer to ride my bike but when I do drive it seems that the separated lane's post are hit by the turning city buses by accident. Seems costly. Pavement for bikes is slanted towards gutter and unsafe for new riders. On busier streets like Pike I would enlarge the sidewalk and do a dual purpose path.
- ✚ We live near Pike & honestly the white posts marking the bike lane are not helpful. I think they actually make it much harder to see bicyclists. It also makes it much harder to see the oncoming traffic when trying to turn onto Pike. In the mornings & late afternoons this area is very busy & these bike barriers have made it much harder to see the flow of traffic. I don't even understand why they were put in. We rarely see bicyclists on Pike. If people are cutting through on a bike they use Plateau, go through the neighborhoods or use the large sidewalk bike path. This has been a waste of funds.
- ✚ You are spending a lot of my tax money to accommodate a small part of the population. I see very few bicyclists using any bike lane on any given day. There are better uses for this money. Like fixing the roads and the infrastructure.
- ✚ The white pins on pike are ugly, and looks trashy, and low income- I would hate to see these put up around our beautiful town!!
- ✚ For 100 years, streets have been for the movement and storage of CARS. Unskilled bicyclists are an unwanted HAZARD to drivers. Over-enthusiastic city traffic planners eventually will cause injury and/or DEATH to bicyclists. Paint stripes do not prevent collisions; Pike Road road-sticks are probably the least-worst solution. (1) Bicycle lanes are WASTED in bad weather. (2) Unskilled bicyclists sharing streets with cars do no turn out well. (3) As people grow older, more people use cars, less people use bicycles. (4) City street engineers must remember that CARS come first.
- ✚ Keeping cyclists in their lane is important and minimizing anything forcing them into traffic lane intermittently is dangerous (those step-outs for crossing streets come to mind). Better in or out.



- ✚ I really don't feel safe with bicyclists sharing the road with the cars with no separation. It makes me feel like at any time they can jump out in front of the cars and accidentally get hit.
- ✚ The separators on Pike road seem to collect road and tree debris. This was not cleaned on a regular basis. Also, how are they plowed in winter. Additionally, near intersections, there are damaged sections where vehicles have hit them. Maybe not the best solution.
- ✚ Physically separated bike lanes make it harder to see cyclists and people at the side of the road.
- ✚ Don't feel very comfortable with the separated bike lanes. Seen more cyclists using the sidewalk instead of the lane.
- ✚ This is a great project.
- ✚ I also commented as a cyclist. Thank you for doing the survey and working to improve driver and cyclist safety.
- ✚ Wider or separated bike lanes make it more comfortable and safe for both cyclists and drivers.
- ✚ Enforce bike laws for stopping at Red lights and stop signs and prevent accidents.
- ✚ Since this trial has begun I have seen one skateboarder use the bike lane on S. Pratt Pkwy and have seen no bikes on S. Bowen. It is ridiculous that the City is taking away roadway to accommodate no one or maybe a handful of people at best, who could just as easily use the sidewalk. Which is exactly what Boulder did over on Folsom. Rarely see anyone pedaling in that bike lane. Let's give the bicyclist's more space and less to the vehicles, whose #s are increasing; not a brilliant idea. I know you are trying to encourage more bicycling and less car driving around Longmont, but not everyone can do that or wants to do that; sometimes you need your vehicle to haul things or to bring the dog along. The buffered/wide bike lanes, which is like a double bike lane, are a waste of space. If the bicyclist in general would just stay near the curb there would be no issues, but they insist on riding, side by side and not single, in the vehicle's roadway, of which we pay, via registration fees and taxes, to use these roads.
- ✚ Do not like any of the separated bike lanes like on Pike Road.
- ✚ I have rarely had problems with sharing the road with cyclists in town. It is the traffic crossings, where some cyclists use the crosswalks, some use the road and no one consistently follows a set of rules. I felt much safer with the awareness that wider lanes and separations provided, and the sense of regulation I think it would put on cyclists. I wish to bike more in town, but will not with my children, and feel concerned for my own safety.
- ✚ Regardless of traffic conditions, cyclists need to be separated from motor vehicle traffic for the safety of all commuters.
- ✚ I drive these streets many times daily, rarely see a bike rider.
- ✚ I want to feel that cyclists have sufficient room to maneuver around obstacles. I'm also aware that I'm safer as a motorist when cyclists are safer. I hope to see more dedicated space on our streets for bikes.
- ✚ The separated bike lanes on Pike need to go. They are ugly, and many are broken. They are distracting to drivers. The bike lanes have dirt and debris since the poles block the lanes from being clean. And lastly, after a year (I live in southmoor Park and take Pike daily) I have never





seen a biker use those bike lanes. And, you should also rethink the Sunset road diet while you are at it as well.

- ✚ As I said in the bike survey, too many aggressive drivers with no regard for the signage that appears on the road especially the shared lane. Bicyclists should move over out of courtesy for the driver yet they do not which angers the drivers at times causing aggressive honking and running up behind the bicyclist. I let them amble along because I don't work and give myself plenty of time but I can see that in a busy day many drivers just are not so kind.
- ✚ Project is a failure. All I saw were bikers weaving in and out of traffic, blowing throw stop signs and running traffic lights.
- ✚ How do plan to accommodate snow removal in separated bike lanes? Also would bike lane sweeping be provided weekly? When driving in Pike I see bicyclists riding in the auto lanes because there is so much road debris in the bike lane.
- ✚ Please do anything to increase safety for pedestrians along the bike trail that also allows pedestrians that goes along Kanemoto park. Cyclists go way too fast on it and I'm terrified of being hit by a cyclist someday. Can't we please have pedestrian "lanes" similar to cyclist lanes on these roads?
- ✚ I want to address the separated bike lane on Pike Road. I've hated it from day one. In the winter time, the snow plows cannot adequately clear the snow to the curb. In all weather, the bike lane is littered with pine cones, pine needles, & debris because the street sweepers cannot sweep that area. I have never seen a cyclist in those bike lanes. They usually ride on the sidewalks on both sides of the street. Some of the posts are bent. The driveways to FRCC & other businesses along there feel crowded. I'd like to see all those posts removed.
- ✚ The predominant mode of transport in Longmont now and for the foreseeable future is automotive. It does not enhance safety to constrict the auto traffic in order to accommodate use by a minority of users. The wide or separated bike lanes would seem safer than the other options, as long as the motorized lanes are not narrowed. I think none of these options will find favor among those of us who rely on autos in our daily pursuits.
- ✚ I hate bicyclists. They should be required to have additional training and a separate license to be on the roadway. Don't encourage them. I left Boulder because of the excessive bicyclists.
- ✚ The separated bike lanes are ridiculous. They are filled w/ debris & I drive along there daily & never see anyone biking there. The kids use the sidewalks. Stop spending my tax dollars on unused bike lanes!

